

Street Preservation

A community discussion about
Kirkland's streets
and the Transportation Benefit District

September 2011

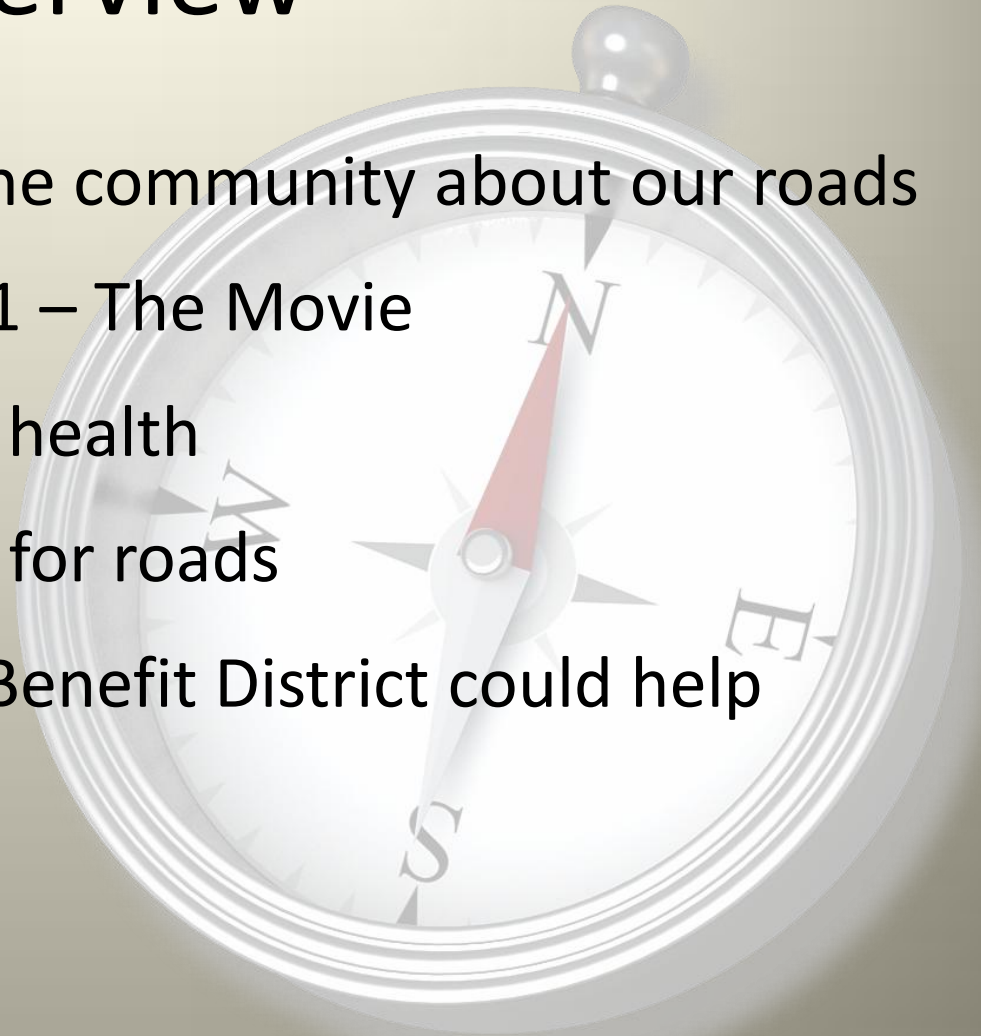
Ray Steiger, P.E.

Public Works Director

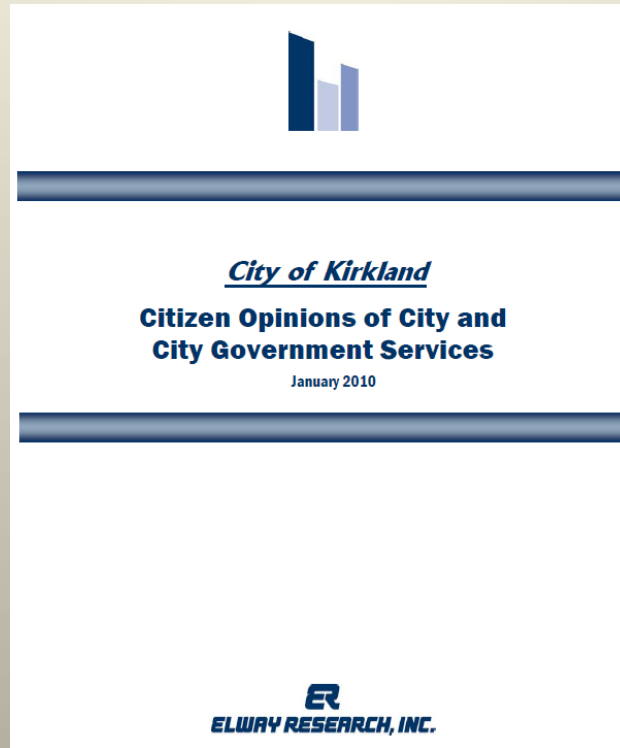


Overview

- What we heard from the community about our roads
- Street preservation 101 – The Movie
- How we measure road health
- Kirkland funding levels for roads
- How a Transportation Benefit District could help
- Next steps
- Questions?



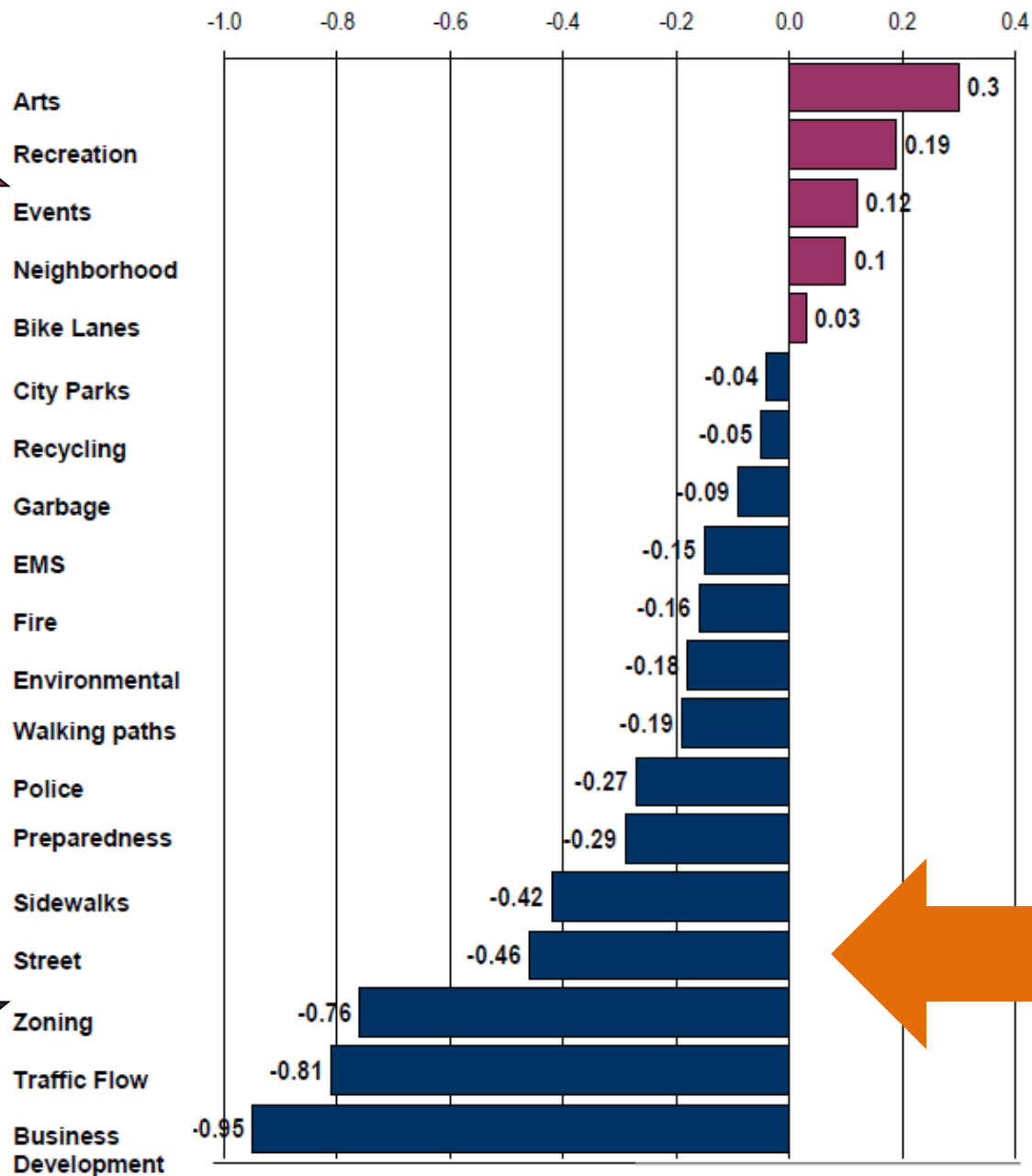
City Survey Results



How did Kirkland residents value City's road maintenance?

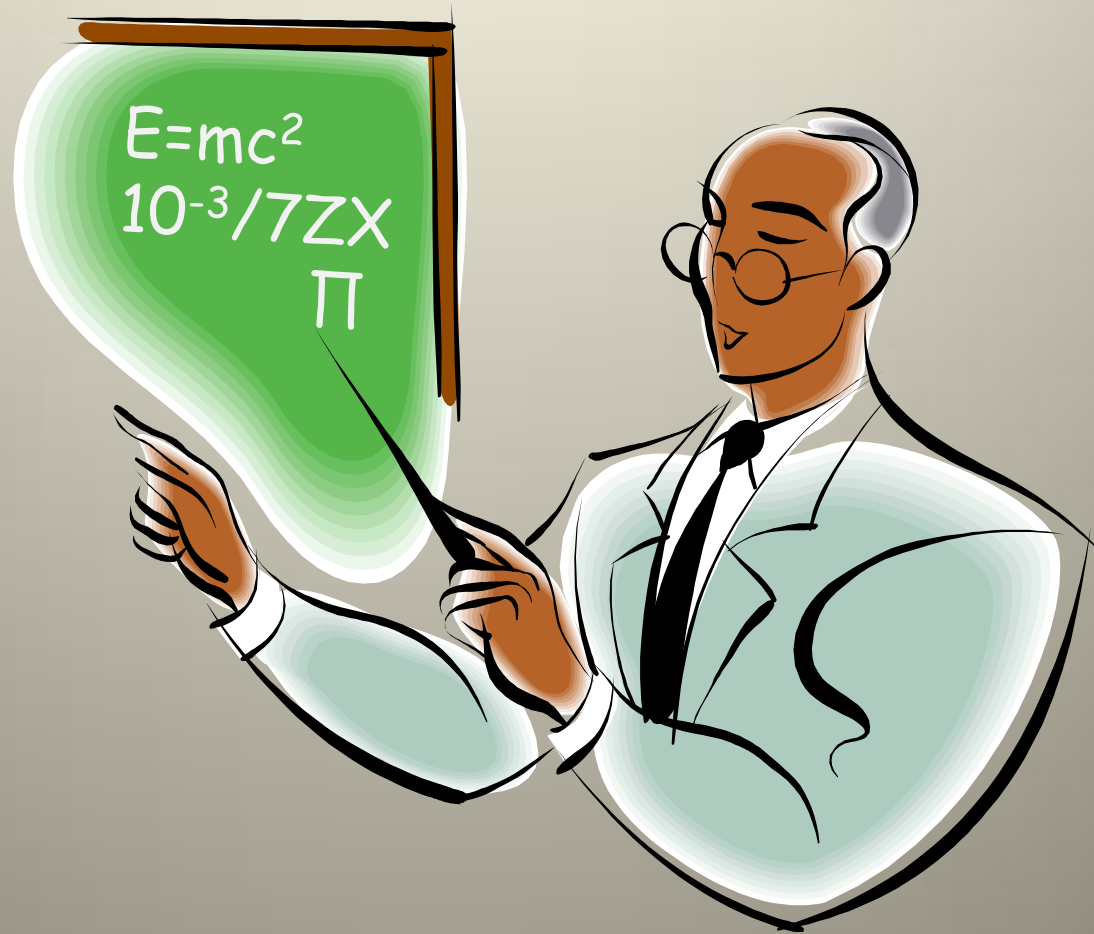
- Of the 20 City services that were rated:
- Road maintenance in top third in importance, but only bottom third in performance
- ... one of the worst “gap scores”; difference between importance and performance.
- It's important to our Citizens, and we need to improve

“Gap Score” Between Performance and Importance (score = performance rating – importance rating)



Street Preservation 101

(causes and Solutions)



Treatments and cost

Optimal
PCI = 85

PCI = 80

\$1,600/city block

\$17,000/city block

\$60,000/city block

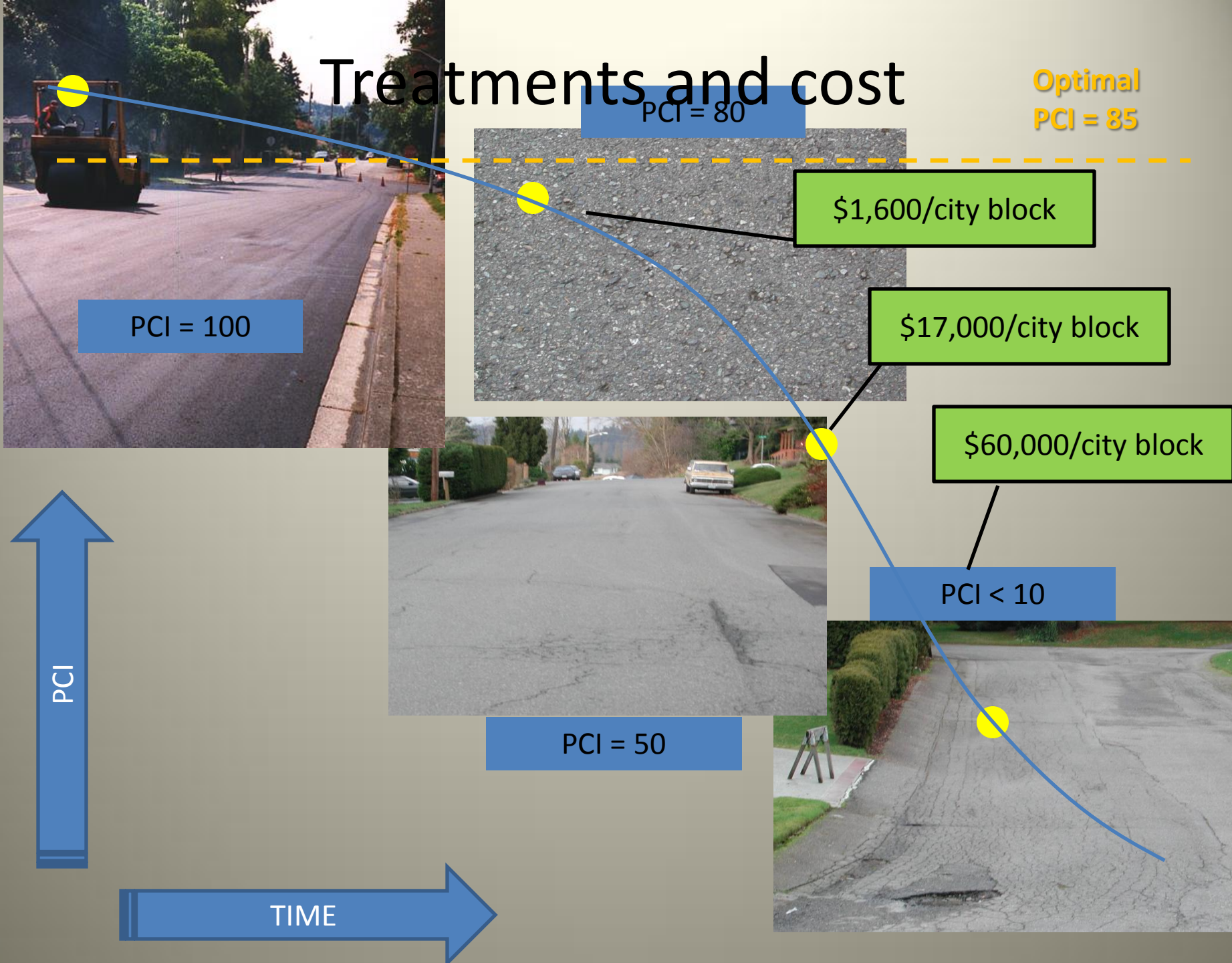
PCI < 10

PCI = 50

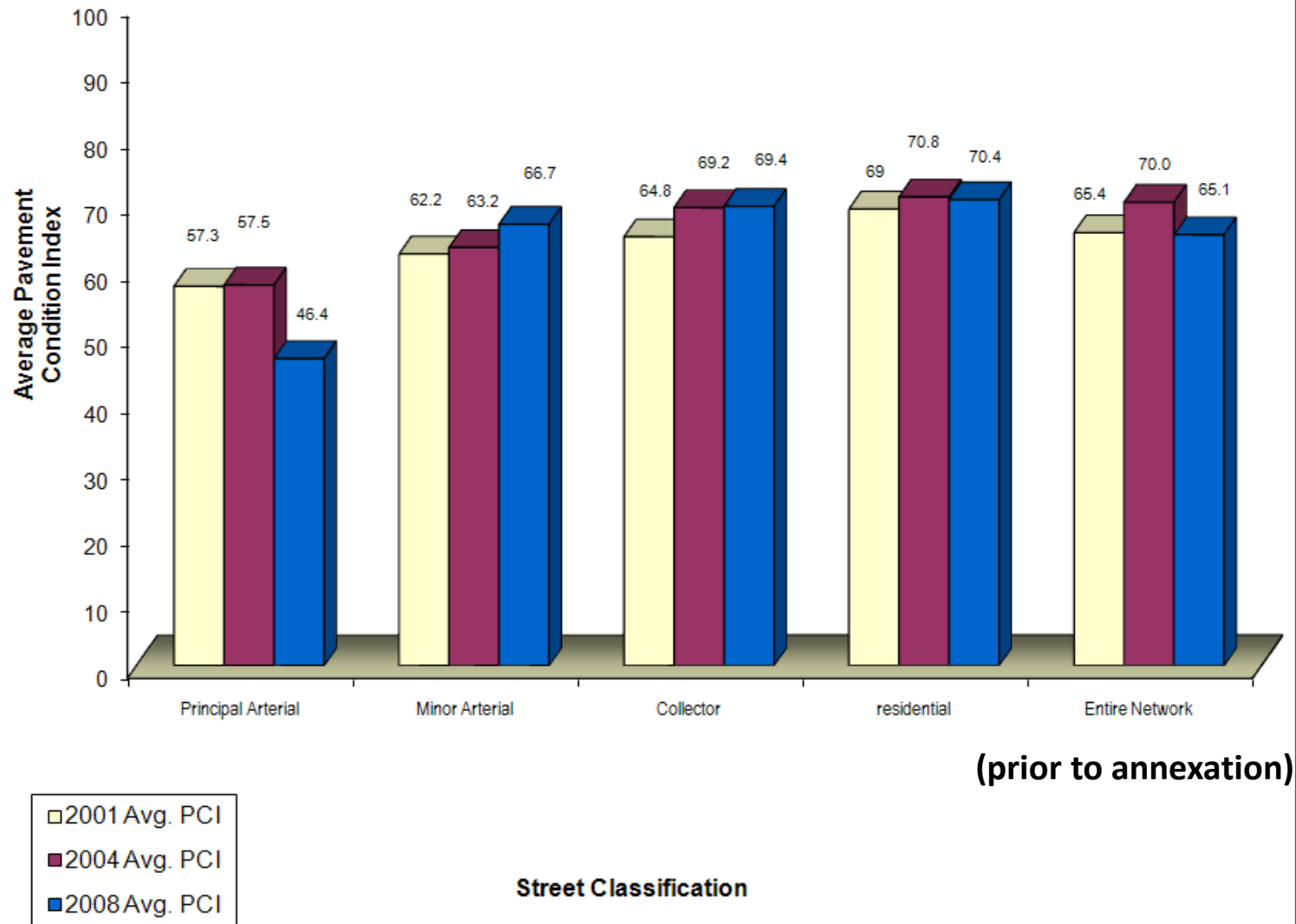
PCI = 100

PCI

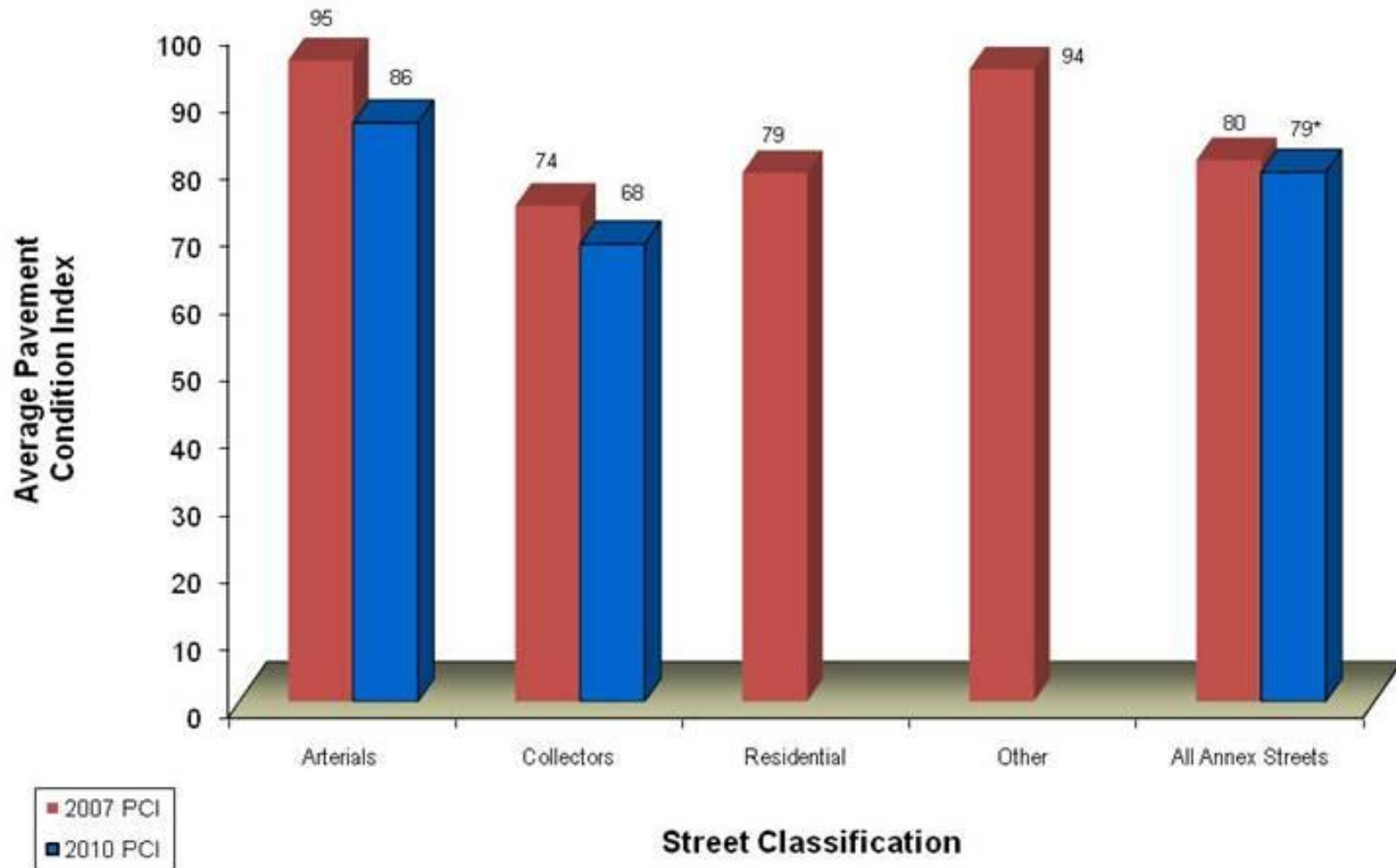
TIME



Kirkland's Pavement Condition (2001 to 2008)



Pavement Condition in New Neighborhoods



How do we compare to others?

Figure 45.1

Pavement Condition Rating for King County Arterials						
Jurisdiction	2006 Arterial Centerline Miles	2006 Weighted Overall P Score	Pavement Condition Categories			
			Good	Fair	Poor	Very Poor
Algona	6.0	63				
Auburn	82.8	60				
Beaux Arts	0.3	80				
Bellevue	124.1	79				
Black Diamond	5.0	63				
Bothell	28.0	72				
Burien	29.3	69				
Clyde Hill	4.2	72				
Covington	8.0	61				
Des Moines	19.4	70				
Duvall	1.5	88				
Enumclaw	11.5	59				
Federal Way	43.6	83				
Hunts Point	1.1	95				
Issaquah	21.0	68				
Kenmore	12.4	78				
Kent	119.0	84				
Kirkland	54.7	64				
Lake Forest Park	5.3	64				
Maple Valley	4.1	70				
Medina	5.8	79				
Mercer Island	24.3	79				
Milton	6.5	46				
Newcastle	9.2	59				
Normandy Park	8.1	64				
North Bend	5.0	50				
Pacific	7.1	53				
Redmond	50.0	81				
Renton	81.7	73				
Sammamish	na	na	na	na	na	na
SeaTac	18.6	76	51%	22%	16%	11%
Seattle	480.0	67	51%	26%	18%	5%
Shoreline	33.5	72	64%	16%	11%	9%
Skykomish	1.0	26	10%	0%	13%	77%
Snoqualmie	1.8	49	30%	47%	18%	5%
Tukwila	30.3	63	30%	47%	18%	5%
Woodinville	12.0	56	30%	33%	19%	18%
Yarrow Point	1.2	60	30%	51%	19%	0%
Unincorporated KC	541.0	83	82%	8%	3%	7%
King County Total	1,898.4	74	64%	19%	11%	6%

source: King County Department of Transportation

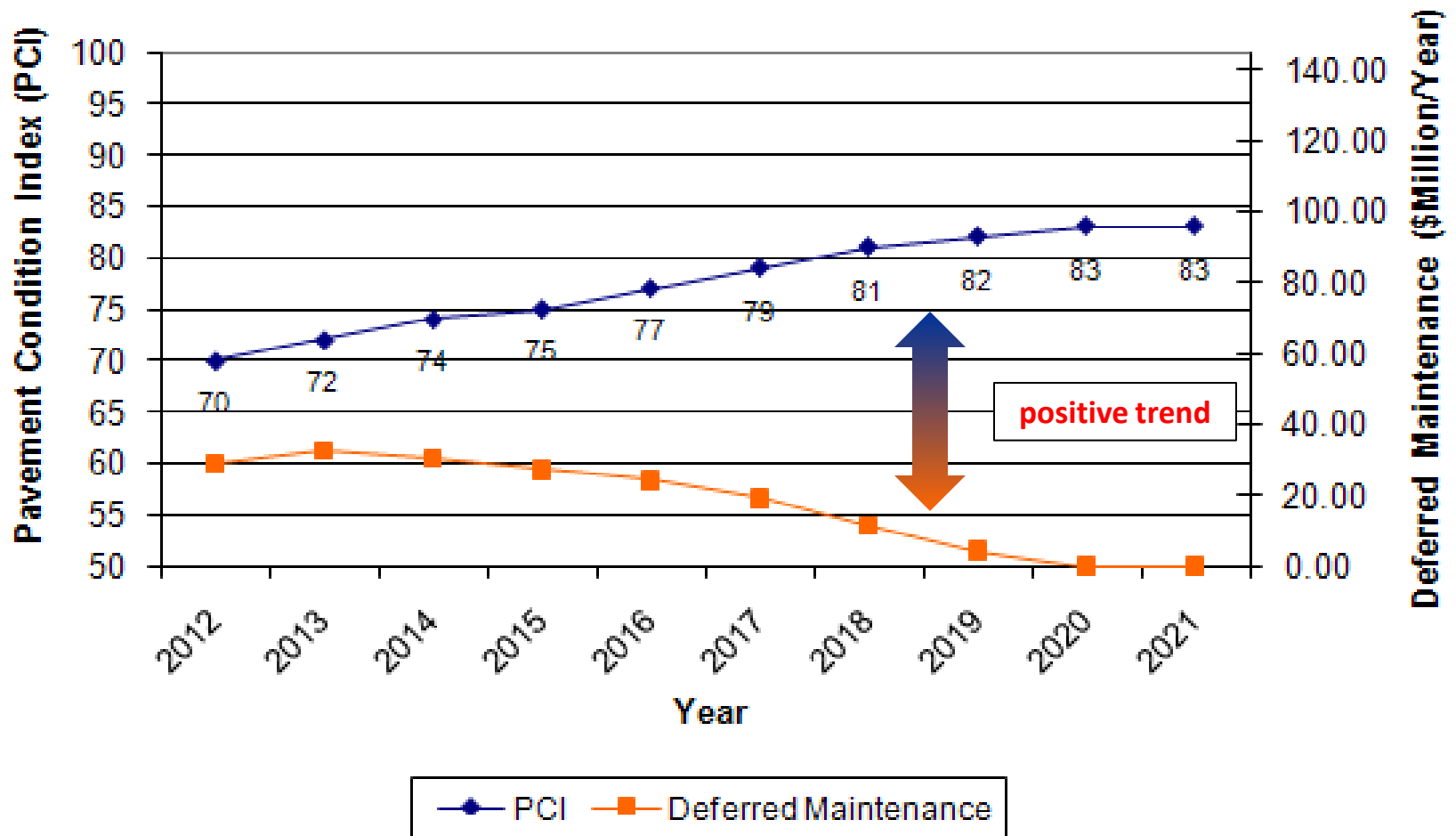
Bellevue	124.1	79
Black Diamond	5.0	63
Federal Way	43.6	83
Hunts Point	1.1	95
Kirkland	54.7	64
Lake Forest Park	5.3	64
Redmond	50.0	81
Seattle	480.0	67
Unincorporated KC	541.0	83

Road System “Health”

- The ideal PCI is a score of 85...
- “Deferred Maintenance” is *the one time cost required to bring the roadway network to a PCI of 85*
- Our current deferred maintenance is around \$35 M
- Investing \$10 M annually for 10 years would achieve a PCI of 85 and no deferred maintenance.

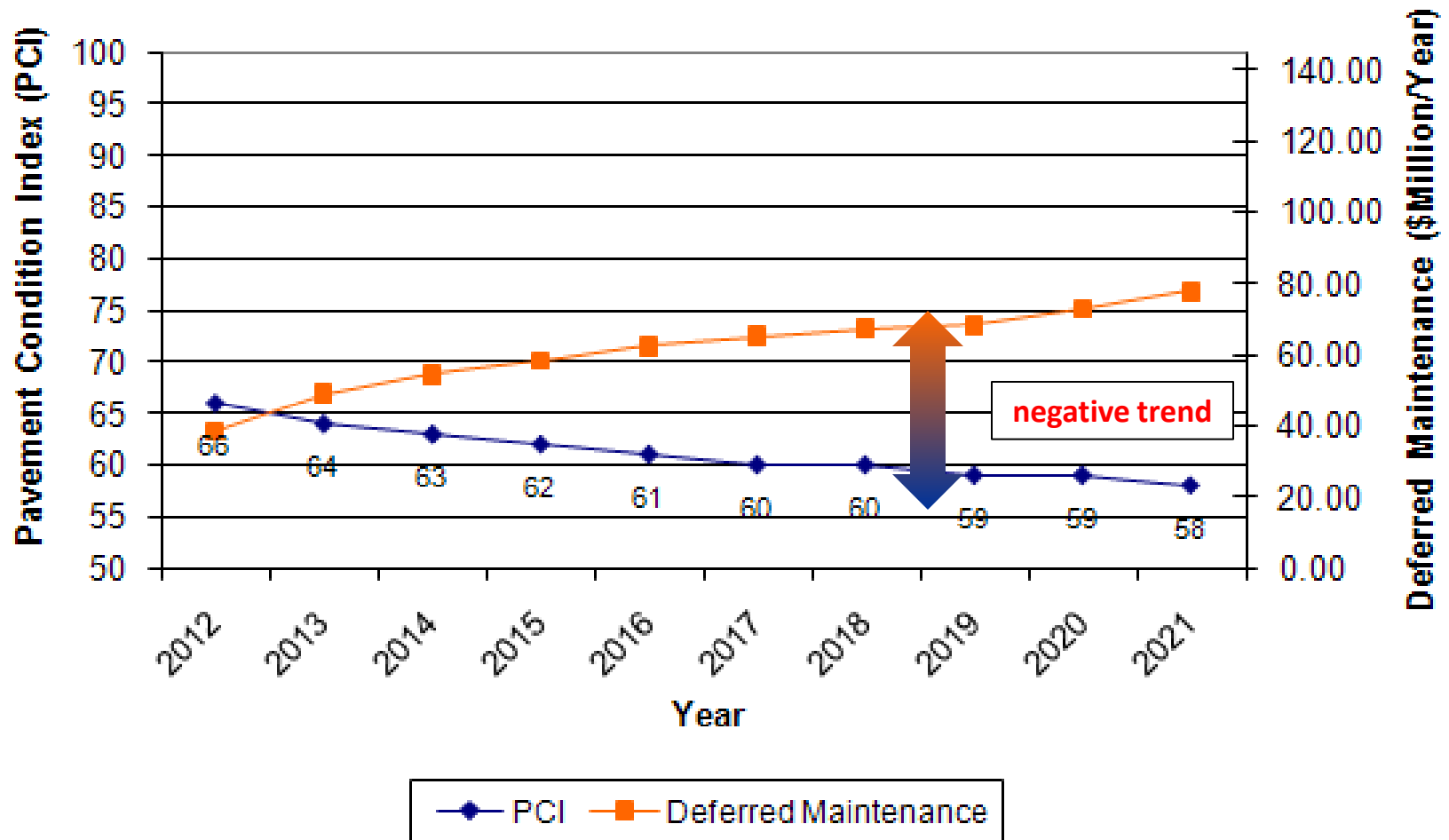
Ideal Pavement Investment and Deferred Maintenance

(Results of a \$10 million per year scenario)



Current Pavement Investment and Deferred Maintenance

(Results of \$2.5 million per year scenario)



Transportation Capital funding

Transportation funding 2011 through 2016:

Sales Tax	\$	270,000
Gas Tax	\$	544,000
Surface Water Fees	\$	950,000
Solid Waste Fees	\$	300,000
Grants	\$	800,000
Impact fees	\$	400,000
Real Estate Excise Tax	\$	2,748,000

Total annual funding

\$ 6,012,000

Allocation per Category

	\$ 6,012,000
Street preservation	\$ 2,500,000
New capacity for growth	\$ 1,962,000
Sidewalks, bikelanes, other	\$ 1,100,000
Annual striping/markings	\$ 250,000
Sidewalk maintenance	\$ 200,000

The Road Forward...

Possible funding options:

Property Tax Measure

or

Transportation Benefit District

Property Tax levy

- Must be approved by Kirkland citizens
- Provides a funding option for cities to increase revenue for local needs
- 7¢ per \$1,000 assessed value could generate \$1M



What is a Transportation Benefit District?

- Approved by 2007 legislature
- Provides a funding option for cities to increase road maintenance investments
- Must state the purpose for which the revenue would be used
- A Public Hearing required to form
- Must provide annual status report to the public
- Includes “sunset” provision

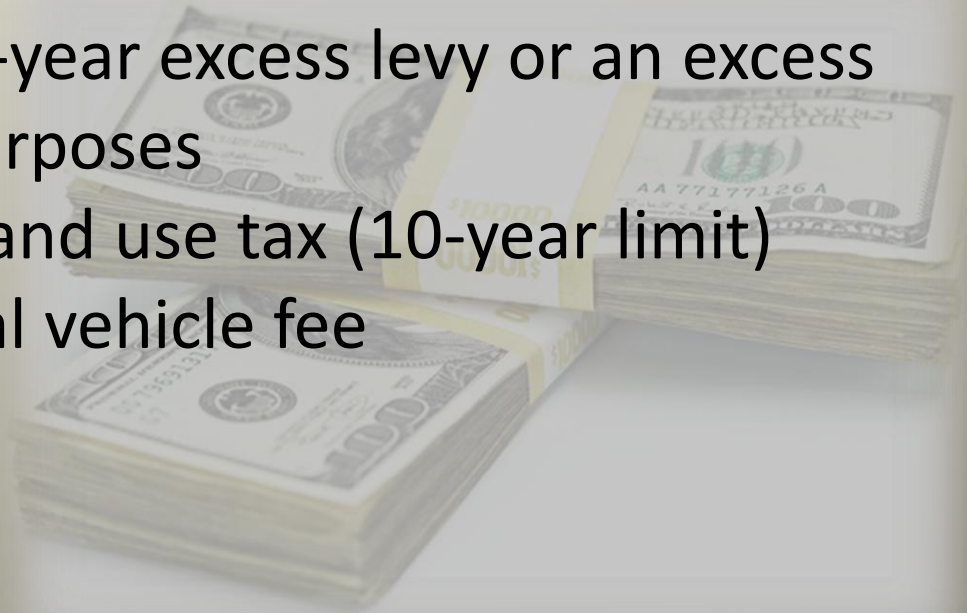
TBD Project Criteria

- Improve safety
- Improve travel time
- Improve air quality
- Maintenance
- Improve modal connectivity (walk to transit, bikes, etc.)
- Need to show cost effectiveness of investment



TBD Revenue Options

- Council Authorized
 - Annual vehicle fee up to \$20
 - Commercial & industrial impact fees
- Voter Approved
 - Property tax - a 1-year excess levy or an excess levy for capital purposes
 - Up to 0.2% sales and use tax (10-year limit)
 - Up to \$100 annual vehicle fee
 - Vehicle tolls



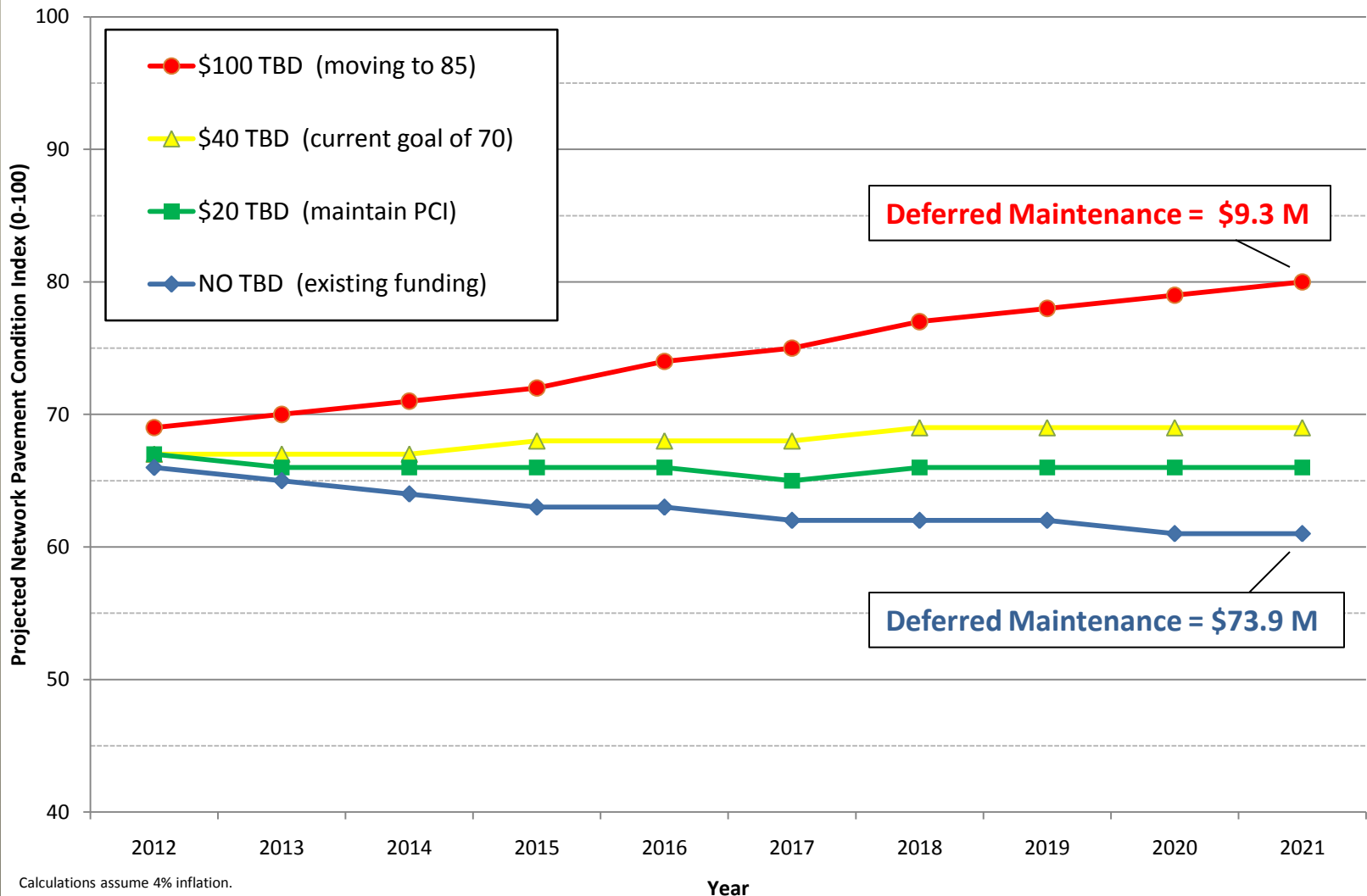
Other Cities TBD's



Agency	Fee Level
Burien	\$10
Des Moines, Edmonds, Lake Forest Park, Lynnwood, Olympia, Seattle, Shoreline, Snoqualmie, Spokane, King County*	\$20
Sequim, Leavenworth, Bellingham, Ridgefield	0.20% sales tax

How might a TBD effect road health?

TBD's Effect on Kirkland's Pavement Condition



Additional Proposed Uses

Neighborhood Traffic Control/Pedestrian Safety measures



traffic circles & bulb outs



variable speed limit signs



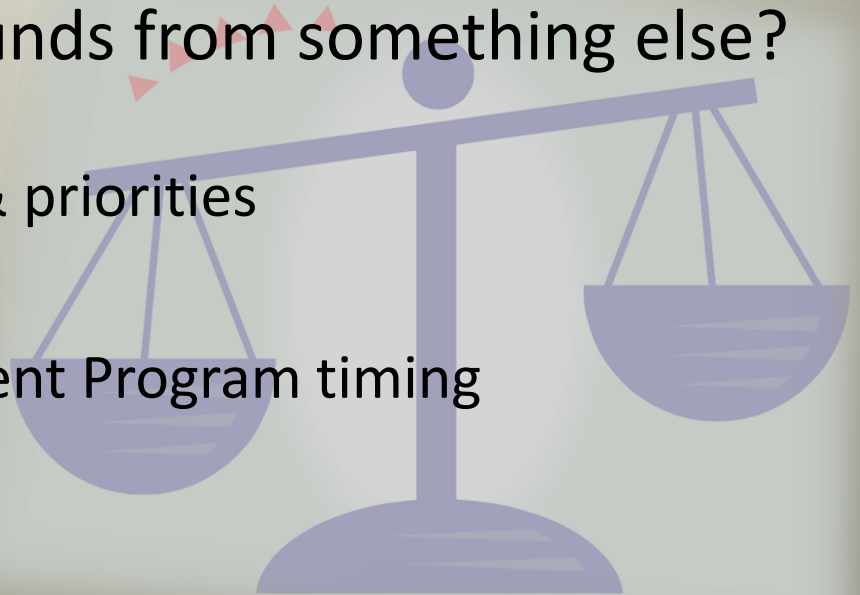
calming pavement markings



illumination upgrades

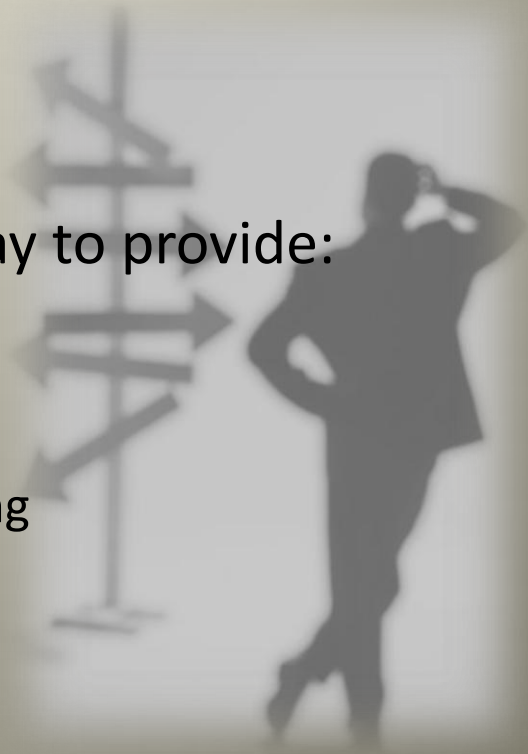
Questions we're hearing. . .

- What's the City already done to improve road maintenance?
 - Efficiencies (tools, techniques, coordination)
 - Use fees (charging utilities, solid waste contract)
- Why not just reallocate funds from something else?
 - Dedicated funding sources
 - Other community values & priorities
- Why now?
 - Budget/Capital Improvement Program timing
 - Annexation completed

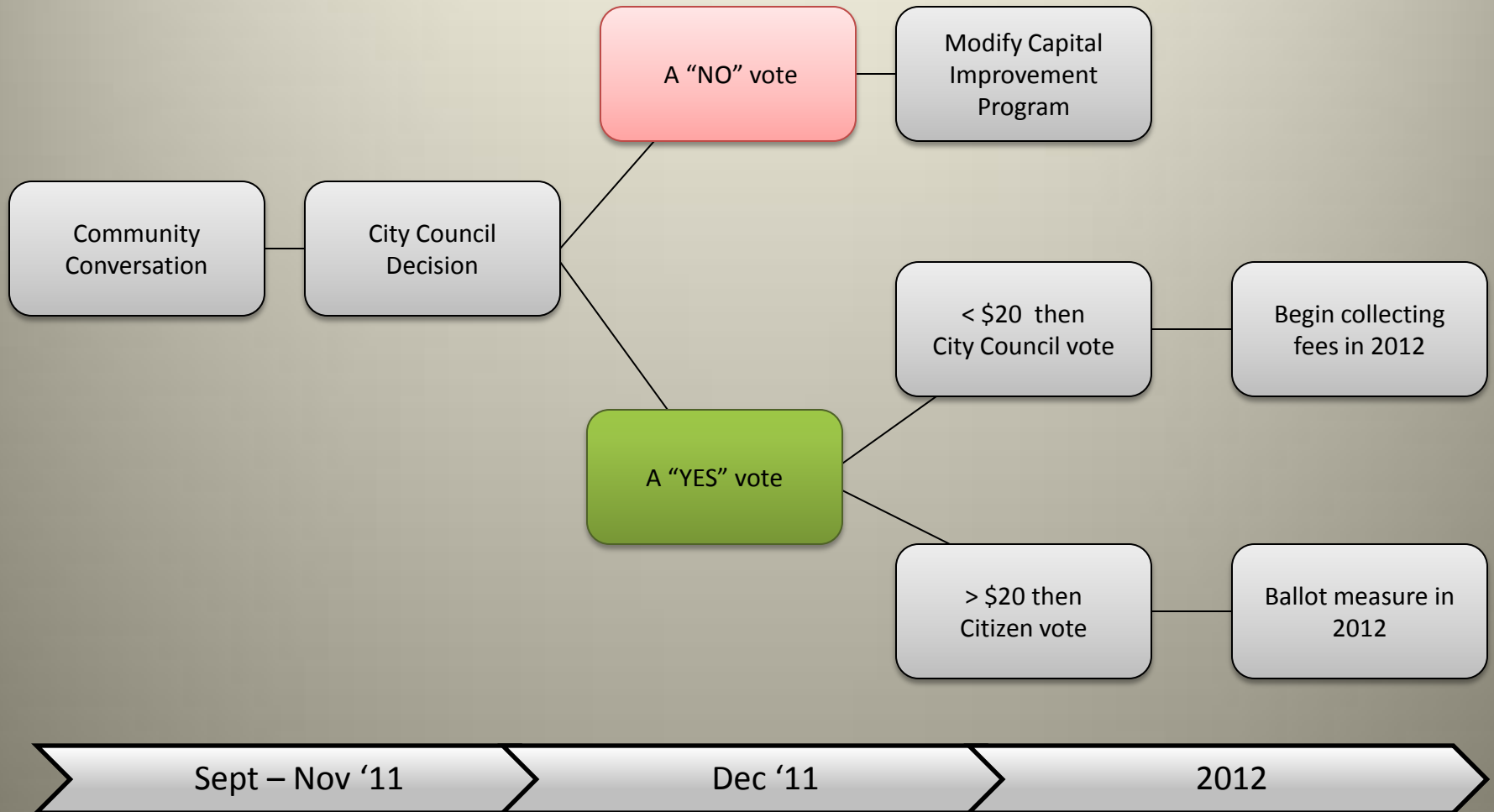


What should Kirkland Do?

- Kirkland City Council wants to know
 - What does the community think about road maintenance?
 - Should they explore a ballot measure?
 - Form a Transportation Benefit District?
 - How much, if any, are citizens willing to pay to provide:
 - » Improved road maintenance
 - » Restoration of neighborhood traffic control
 - » Enhancement of pedestrian safety and lighting



Where do we go from here?



Questions and Survey

Thank you for your time and feedback.

www.kirklandwa.gov

Search “TBD”

